## CHILE TO ARGENTINE

Routes of Travel Between the Republics.

CROSSING THE ANDRS MOUNTAINS

The Famous Uspallata Pass-Glimpses of Patagonia and Tierra del Fuego-A Grand Sight.

SANTA ROSA DE CHILE, October 1, 1891. [Special correspondence of THE HERALD.] Going from Chile to the Argentine Republic, or to any other point on the eastern side of South America, the traveler may choose between several routes. He can sail, or steam, in the wake of the ancient mariners, away around Cape Horn; or take the much newer, nearer and pleasanter sea path through Smyth's channel into the strait of Magellan, and so on into the Atlantic; or he may cross the mighty Audes by the oldest route of all, by trails that were well worn before a white man's ship had ever rounded the tip of the hemi-

cold and the length of time it requires; yet the majority of globe trotters take it in their comings and goings between these ports and Europe, and even between New York and the western coast of the southern continent. The passage through Smyth's channel, though one of the most pictures quo in the world, is yet comparatively little known. It is so narrow and tortucous—between innumerable islands, each island a mountain—that, after many disasters, no vessels now go that way except those built for the spurpose, and but one line of steamers (German) carry passengers on regular trips. For those who enjoy mountain—the colors and the colors are attached, in which it stands brings and has nothing near to dwarf its size. The latitude in which it stands brings the snow line much lower than upon Chimborazo and the other peaks of Equador, and the purity of the atmosphere gives spectators an opportunity to view its picturesqueness from a very long distance."

There are many carefully marked hollows to the rocks where they find refuge when overtaken by a storm between stations. Not infrequently they are thus imprisoned for days together, and many perish of exposure or starvation, or are buried under availanches. Along the Uspallata Pass built for the spurpose, and but one line of steamers (German) carry passengers on regular trips. For those who enjoy mountain—that the control of the stands brings and has nothing near to dwarf its size. The latitude in which its tands brings the snow line much lower than upon Chimborazo and the other peaks of Equador, and the purity of the atmosphere gives spectators an opportunity to view its picturesqueness from a very long distance."

There is nothing among his councillons, and has nothing near to dwarf its size. The latitude in which its tands bring the other hungry broods in distant of the eart subject to the coursers spend the nights, and the other peaks of Equador, and the purity of the atmosphere gives spectators an opportunity to view its picturesqueness from a very long distance." cold and the length of time it requires; yet has the carcass time to strike the bottom twenty peaks like a king among his counregular trips. For those who enjoy mountain scenery and mule back transit, the journey over the Cordillers is a glorious one, if taken in summer-time—or rather, in the depths of winter, as you reckon the seasons on the northern side of the equator; but, unfortunately, the passos are closed during more than half the year, by trackless snows and terrific gales that neither man nor beastcan withs and. From about the 15th of Novamber to the 1st of April one may cross with comparative ease, barring the usual danger and difficulties incithe 15th of November to the 1st of April one may cross with comparative ease, bar-ring the usual danger and difficulties inci-dent to penetrating

"THE LAND OF THE SKY;"

but to undertake it one week sooner or later than the dates mentioned would be extremely harardous.

We had hoped that the passes would be available a little earlier than usual this year, that we might go that way into the argentins country; but word comes at the eleventh hour that a recent heavy snow fall has blocked the trails worse than ever, and that for ladles to attempt it for weeks to some would be simple fool-hardiness. Therefore, being long since due on the other side of the continent, we must take the next southward going steamer through the channel and Strats, consoling ourselves with the knowledge that the glimpses of Patagonia and Tierra del Puego to be obtained by the latter course will more than make up for what will be lost in being compelled to give up the proposed route. Besides, mountain climbing above certain aittudes is about the same the world over. During our years of zigzagging in South America, we have crossed the Andes many times, in many places; and though we may never traverse in the flesh that famous and heating purposes must be built on the ground in the middle of the room. Many a poor traveler, with eyes weakened and painful from the giare of the sun upon the snow, has been rendered sightless by the snow, has been rendered sightles by the instituted schack, where he is liable to come the indispensible fire in his unventiated schack, where he is liable to come the indispensible from the giare of the sun upon the snow, has been rendered sightless by the snow, Aberica, we have crossed the Andes many times, in many places; and though we may never traverse in the flesh that famous Usapalista Pass between Santa Rosa and Mendora, it requires no great stretch of the imagination to see it clearly in the mind's eye, having sinded several higher passes a little further northward in the same magniticent Cordillera. In order to tell you all I can about it from actual observation, we have made an especial trip to Santa Rosa, the end of the government railway on the Chilian side of the Andes, where mule back transit for the upper heights begins; and later we will come from Buenos Ayres, on the Atlantic coast, across the boundless pampas, by the new Argentine railroad to its western terminus, the old city of Mendora, which lies close at the foot of the mountains. The distance scross country, heproved their vacation by crossing the Andes into Chile. No accidents occurred, and the plucky girls are yet descanting on the "lovely time" they enjoyed. Though there are many passes in the distance scross country, improved their vacation by considering the public—is about 1365 miles. For many years overland communication was kept up

the year. In these days of progress all things are changed. Now, one may come at ease from either direction in a parior car to the base of the Andes, and even some distance up their sides, and "change cars" for the Atiantic or Pacific by a trip in the siddle of from three to six days duration.

To cross some FERRELL GORGE blides we meaned. Note, on many consumptions are first to the base of the Andrean are reason as well as the constraint of the part of the Andrean are reason as the part of the Andrean are reason as the constraint of the part of the Andrean are reason as the constraint of the part of the Andrean are reason as the constraint of the part of the Andrean are reason as the constraint of the Andrean are reason as the Andrean are reason as the constraint of the Andrean are reason as the Andrean ar

THE STATE BANK OF UTAH.

CAPITAL, FULLY PAID UP, \$500,000.

NO. 60 MAIN STREET, Sait Lake City, Utah.

HEBER J. GRANT, President, WM. B. PRESTON, Vice-President.

HEBER M. WELLS, Cashier, DIRECTORS!

Joseph F. Smith, Chas. S. Burton. Nephi W. Clayton, Wm. H. Rowe, Nephi W. Claytor,
Abraham H. Cannon, Frank Y. Taylor, Spencer Clawson. Philo T. Farnsworth Elias Morria, E. M. Weiler, Henry A. Woolley.

Transact a General Banking Business.

Pays 5 per cent. Per Annum on Savings De-posits. Interest Compounded Four Times a Year

ing the terrible wind storms of June, July Aconcagua, for Chilians seldom go where had ever rounded the tip of the hemi-sphere.

The first named route is the least desira-ble, because of ceaseless storms, excessive

may be found all the necessaries for the journey. The "schacks" are also freely distributed stall dangerous points, as snow and narrowest aperture that can possibly serve for a door. There is no chimney for snows to sift through and shricking winds to use as a trumpet, but the fire for cooking and heating purposes must be built on the ground in the middle of the room. Many a

the capitals of Chile and the Argentine Republic—is about 1955 miles. For many years overland communication was kept up between the two countries only by coursers, bred to the business as an exclusive occupation, who frequently made the entire journey in eleven days, carrying the mails, traveling upon an average of 114 miles a day. Of course, this could not be accomplished on mule-back, and all along the route post houses were

| EMPTIN CONSTANT READINESS, | Capital Part of Cattle are driven over it from the Argentine and Patagonian pampas. For the ordinary travelers to make the journey required many weeks, and, as before mentioned, it could not be made at all except at certain times of the year. In these days of progress all things are changed. Now one may come

country, having been founded in the year 1553 by Garcia de Hendoza. In 1776 it was the only town of consequence in the exten-sive province of Mendoza, and was former-ly bullt with considerable elegance; but in the year 1861 was almost entirely destroyed

THE WAR CLOUD.

Abdurrahman Khan, Ameer of Cabul-The Heal Cause of the Friction

FOR THE SUNDAY HERALD .- Copyrighted.] The Ameer of Cabul reigns over the country between British India and Russian territory, with undefined boundaries through a large extent of land in the direction of the Czar's territory. Russian milimight be claimed by the Ameer or the Emperor of China, and there is danger in the situation, claimants on both sides repre senting themselves to be wronged. The



DON'T FEEL WELL

And yer you are not sick enough to con-sult a doctor, so you refrain from so doing for fear you will alarm yourself and friends. We will tell you just what you need.

DESERET NATIONAL BANK.

SALT LAKE CITY, UTAH. \$500,000 Paid in Capital, \$500,000

JOHN SHARP, Presid at. L. S. HII Le Cashier.

Surplus,

MOSES THATCHER, Vice-President H. S. YOUNG, Assis' ant Cashier.

DIRECTORS:

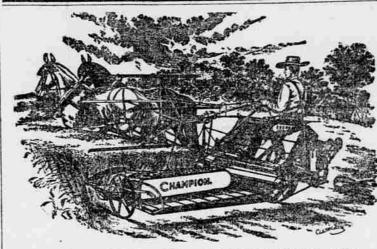
John Sharp, John R. Barnes, James Sharp, D. H. Peery,

Moses Thatcher, J. T. Little, Henry Dinwoodey, L. S. Hills, John R. Winder.

W. W. Riter. J. C. Cutler, F. W. Jennings, Ceorge Remney.

Receives Deposits Payable on Demand. Safe Deposit Vaults, Absolutely Burglar and Pireproof, Rents \$3 to \$25 per Year

Buys and Sells Exchange on New York, San Francisco, Chicago, St. Louis, Omaha,

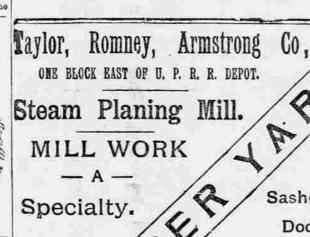


This Cut Represents the

Where it Belongs,

## TOP:

making aggressions on territory which Grant Bros. Livery & Transfer Co., Agents SALT LAKE CITY, UTAH.



Sashes, Doors and Mouldings. All Kinds of Lumber ONE BLOCK EAST OF U. P. R. R. DEPOT. \* Taylor, Romney, Armstrong Co.

SCHWEITZER CLOAK & SUIT CO.

# ZION'S SAVINGS

W. WOODBUTT. AND TRUST COMPANY., B. H. SCHETTLE President Hos. 1, 3 and 5 S. East Temple, cor. South Temple, Salt Lake City, Utah.

# Commercial & Savings Business

ATTENDED TO WITH CARE AND DISPATCH.

5 Per Cent. Interest Allowed.

SAFETY DEPOSIT BOXES FOR RENT. DIRBOTORS WILFORD WOODRUFF, GEORGE Q. CANNON, JOSEPH F. SMITH,

Money to Lend on improved real estate by James H. Bacon.

JAMES JACK,

H. R. OLAWSON,

LE GRAND YOUNG GEORGE REYNOLDS

All Kinds of Banking Business.

CAPITAL, \$250,000. SURPLUS, \$25,000.

### NATIONAL AMERICAN

ORGANIZED OCTOBER, 1890. (Successor to the Bank of Satt Lake). SALT LAKE CITY, . . . UTAH. INTEREST PAID ON DEPOSITS.

DIRECTORS—James H. Bacon, President; H. M. Bacon, Vice-President; F. L. Helland, Cashier; W. B. Holland, Assistant Cashier; T. A. Davis, Judge J. W. Judd, Secretary Elijah Sells, M. J. Gray, F. W. Ross, A. L. Thomas, S. M. Jarvis, Judge P. G. Tunnicliff,

Capital Fully Paid, \$400,000.00. Surplus,

ANGUS M. CANNON.

T. G. WEBBER.

Union National Bank. UNITED STATES DEPOSITORY.

Transacts a General Banking Business.

Safe Deposit Vaults, Fire and

Burglar Proof. J. R. WALKER, PRESIDENT

M. H. WALKER, VICE-PRESIDENT. M. J. CHEESMAN, CASHIER, L. H. FARNSWORTH, ASST. CASHIER. J. R. WALKER, JR., ASST. CASHLER.

# Bank of Commerce

Opera House Block, Sall Lake City, Utah, Transacts a General Banking Business. 5 Per Cent, Interest Paid on

AVINGS DEPOSITS, DIRECTORS: BOYD PARK,
President,
S. F. WALKER,
Cashier.
W. H. GLEYTRE,
W. H. IRVING,
E. B. CRITCHLOW,
M. K. PARSONS

GAPITAL, \$300,000. SURPLUS, \$30,000. Commercial National

OF BALT LAKE CITY. Cor. Second South and Commercial Sts.

DIRECTORS: Geo. M. Downey, Prest, W. P. Noble, V. Prest Thos. Marshall, ad V.P., F. H. Auerbach, Tohn J. Daly, O. J. Sallabury, Moylan C. Fox, Frank H. Dyer, John W. Doneilan, Cashier

WELLS, FARGO & CO.'S

Salt Lake City, Utah.

ESTABLISHED, 1852. Transacts a General Banking Business. J. E. DOOLY, - - CASHIER.

National Bank of the Republic Capital, - | - \$500,000. PROGRESS BUILDING, SALT LAKE CITY.

DIRECTORS: FRANK KNOX,
President,
J. A. EARIS, Cashier,
W. E. SHEDLEY,
H. L. A. CUIMER,
EMANUEL KABN,

DIRECTO 851

L. C. KARRICK,
VICE-President,
G. G. GUTHERLAND,
G. S. HOLMER,
EMANUEL KABN,

A General Banking Business Transacted

T. R. Jones & Co., BANKERS, Calt Lake City, Utab.

" CHICAGO SHORT LINE."



MILWAUKEE & ST. PAUL

-RAILWAYis the only line running Solid Vestibuled. Steam-heated and Electric-lighted Trains Daily between Chicago and Omaha. Sleeping Cars and

The Pinest Dining Cars in the World!

EVERYTHING FIRST - CLASS !

ALEX. MITCHELL, Commercial Agent T. F. POWELL, Traveling Agent Brom 204, Progress Building, Salt Lake Cit-

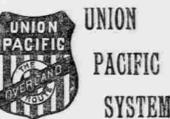
### Paid, \$400,000.00. Utah Central Railway TIME TABLE.

In Effect April 1, 1891.

Passenger trains will run daily between Sals Lake and Park City as follows: SALT LAKE CITY. Train 1 leaves 8th South and Main St. 8:00 a m Train 2 arrives " " " " 10:00 a m

PARK CITY. Train 3 Train 2 learns

OFFICE AND DEPOT, Corner Eight South and Main Streets. T. J. MACKINTOSH,



The Through Car Line (Effective November 1, 1891.) TRAINS ARRIVE AND DEPART AT SALT LAKE DAILY, AS FOLLOWS:

From all points east. 138 pm From Ocden and Cache Valley points. 7:30 pm From Frieso and intermediate points. 9:40 a m From Juab, Eureka and intermediate 5:40 p m \*From terminus and intermediate DEPART: General Banking in All Its Branches.

Issues Certificates of Deposit payable on demand, bearing interest if left a specified time, Sells Drafts and Bills of Exchange on all principal lities in the United States and Europe.

DEPART:

For all points East.

For Butte, Portland, San Francisco and Cache Valley points.

For Cache Valley points and Park City 3:39 pm 
For all points East and San Francisco 6:30 pm 
For Europa, Juab and Intermediate points, 4:09 pm 
For Millord and Intermediate points, 4:09 pm 
For Millord and Intermediate points, 4:00 pm 
For Millord and Intermediate points, 7:10 am 
For Millord and Intermediate points, 7:10 a \*ForTerminus and intermediate points 7:10 a m

 Dully, Sundays excepted.
 Does not run between Juab and Milford on CITY TICKET OFFICE, 201 MAIN ST.
D. E. BURLEY,
Gen'l Agt. Passg'r Dept.

S. H. H. CLARK, C. S. MEGGEN, E. L. LONAX, Gen'l Mgr. G. Traffic Mgr. G. P. & T. Agt



Standard Gauge. CURRENT TIME TABLE. In Effect Sunday, Nevember 1, 1891.

No. 6. No. 2. No. 4. Ly, Ogden 4:45 p.m. 8:30 s.m. 8:30 p.m. Ar. Sait Lake 5:55 p.m. 9:40 a.m. 9:40 p.m. Ly, Sait Lake 6:00 p.m. 9:50 a.m. 9:55 p.m. Ar. Provo. 7:47 p.m. 11:30 a.m. 11:35 p.m. Ly, Provo. 7:47 p.m. 11:45 a.m. 11:90 p.m. Ar. Thistle. 8:35 p.m. 12:33 p.m. 17:35 a.m. 5 per cent. Interest Paid on Time Deposits Ar. Manti.... 5:05 p.m. 5:45 a.m. 5:55 p.m. 5:45 a.m. 5:55 p.m. 5:45 a.m. 9:30 p.m. 9:30 a.m. 9:30 p.m. 1:00 a.m. 1:07 a.m. 1:25 p.m. 1:10 p.m. 2:30 a.m. 1:10 p.m. 2:30 a.m. 1:10 p.m. 2:30 a.m. 6:30 p.m. 7:20 a.m. 6:30 p.m. 7:00 a.m. Ar. Salina.

Ar. Or'n River.

Lv. Gr'n River.

Ar. Grand Jun.

Lv. Grand Jun.

Lv. Grand Jun.

Ar. Glanwood.

Ar. Leadville.

Ar. Pueblo.

Ar. Colo. Sp'gs.

Ar. Deuver. WEST AND NORTHHOUND No. 5. No. 1. No. 3. Lv. Denver... Lv. Colo. Sp gs Lv. Pueblo... Lv. Leadville... 7:09 a.m. 7:00 p.m. 9:48 a.m. 9:45 p.m. 11:30 a.m. 11:15 p.m. 5:40 p.m. 5:55 a.m. 9:50 p.m. 15:18 a.m. 12:50 a.m. 1:10 p.m. 1:10 a.m. 1:30 p.m. 4:20 a.m. 4:7 p.m. 5:25 a.m. 5:07 p.m. Lv. Glenwood . Ar. Grand Jun. Lv. Grand Jun. Ar. Gr'n River. Lv. Gr'n River. 

LOCAL SERVICE. LEBI, AMERICAN FORES, PROVO AND SPRING-VILLE. Leave Sait Lake 9:50 a.m., 6.05 p.m. and 9:55 p.m.; arrive Sait Lake 9:01 noon and 2:30 p.m.; arrive Sait Lake from Provo and Springville, 13:30 a.m.

BINGHAM.

Leave Salt Lake, 8:00 a.m. Returning, arrive
Salt Lake, 6:00 p.m.

J. H. BENNETT,
Gen. Fri. & Pass. Agt.
A. E. WELBY, Supt.
D. C. DODGE, Gen. Manager.

CAFE DU LOUVRE Milwankee Beer Hall Combined

13, 15, 17, 19 Commercial St., MANAGED BY OUR FRITZ. Restaurant is managed by Walter Brand. Fine Merchants' Lunch from 12 to 3 o'clock. Fresh Shell Oysters and German Lunches

Private Wine Rooms for Parties. OPEN DAY AND NIGHT.

FRITZ RIEPEN.